(iv) Increasing local cost of running consular and visa services at Missions Posts abroad.

(v) Mobilising funds for proper staffing and modernisation of the Consular Section in our Missions abroad, for further improving the quality of services.

(c) Total fee collected in 1989-90 and 1990-91 was Rs. 25.89 crore and Rs. 25.85 crore respectively.

(d) Government policy in the matter is continuously kept under review.

Privatisation of Indian Airlines, Air India and India Tourism Development Corporation

*56. SHRI SUKOMAL SEN:
KUMARI CHANDRIKA PREMJI KENIA:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) Whether his attention has been drawn of the newspaper report in the Times of India of the 10th Octo ber, 1991 regarding the press confe rence held at Bombay in which he is reported to have said that Air India, Indian Airlines and the Hotel Corpo ration of India may go public;

(b) whether it is a fact that Government have decided *to* partially privatise Indian Airlines, Air India and India Tourism Development Corporation; and

(c) if so, what are the details in this regard and by when the schemes are likely to be implemented?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA): (a) Yes, Sir.

(b) and (c) No specific decisions have so far been taken.

Developing Karwar Port

*57. SHRI B. K. HARIPRASAD; Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Karwar is a natural harbour for safe anchorage through out the year like San Francisco and Sydney; and

(b) Whether there is a great poten tial for exports and imports if this port is developed at the earliest as a major all weather port?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAG-DISH TYTLER): (a) Karwar is a minor port, whose development is the responsibility of the State Government. Karwar Port has alongside berthing facilities with natural pro-tection. No details of the Ports like San Francisco and Sydney are available to make any comparison.

(b) In the absence of any specific study, it will not be possible to establish the potential for export and import traffic through Karwar.

Production and import of coking coal

*58. SHRI SARADA MOHANTY:
SHRIMATI MIRA DAS:

Will the Minister of COAL be pleased to state:

(a) what was the production of coking coal during the last three years and what is the expected production during this year;

(b) what was the quantum of coking coal imported, during the last three years, countries from which it was imported and the total import cost;

(c) whether it is a fact that there is a significant difference of price in import by SAIL, other Government Undertakings and private companies, if so, what are the reasons for the same; and

(d) what are the gradations, i.e. ash content carbon, etc. in the imported and Indian coal?

THE MINISTER OF STATE OF THE MINISTRY OF COAL (SHRI P. A. SANGMA): (a) The production of metallurgical grade coking coal by Coal India Ltd. for supply to steel plants during the last three years is given below: —

	(In million tonnes)
1988-89	20.77
1989-90	20.10
1990-91	19.89

The target fixed for the year 1991-92 is 21.96 million tonnes.

(b) As per the information given by Ministry of Steel, details of import by Steel Authority of Inida Ltd. (SAIL) Vishakhapatnam Steel Plant (VSP) and Tata Iron and Steel Company Ltd. (TISCO) are as below:

(Figures in million tonnes)

Year	Australia	Poland	USSR	Newzea-land	Total	Approxi-mate cost including freight (Rs. in crores)
Import by SAIL						
1988-89	3·460	0·250	0·030	NIL	3·740	329·5
1989-90	3·368	0·257	0·091	0·032	3·748	426·8
1990-91	3·823	0·247	0·393	0·030	4·493	543·0
Import by VSP						
1989-90	0·249	0·033	..	..	0·285	39·35
1990-91	0·508	..	..	..	0·508	78·39
Import by TISCO						
1988-89	0·699	..	..	..	0·699	57·85 (C&F)
1989-90	0·658	..	..	..	0·658	67·49 (C&F)
1990-91	0·722	..	..	..	0·722	82·85 (C&F)

(c) Information is being collected and will be laid on the Table of the House.

(d) Quality Parameters of indigenous and imported coking coals are given below. Regarding gradation, it is to be mentioned that both the indigenous and imported coking coals are washed coking coals.

Quality Parameters	Indigenous coking coal	Imported coking coal
Ash	20%	8·7%
Volatile matter	19-33%	22-24%